

1                   UNITED STATES DISTRICT COURT  
2                   DISTRICT OF MASSACHUSETTS

3         TRANS-SPEC TRUCK        )  
4         SERVICE, INC.,          )  
5                                )  
6                               Plaintiff )  
7                                )  
8         vs.                      ) CIVIL ACTION NO. 04-11836-RCL  
9                                )  
10        CATERPILLAR, INC.,     )  
11                                )  
12                               Defendant )  
13                                )  
14                                )

15                               DEPOSITION OF DONALD MEDBERY, a witness  
16                               called on behalf of the Defendant, pursuant to  
17                               Federal Rules of Civil Procedure 30 and 45, before  
18                               Camille Palladino-Duffy, Registered Professional  
19                               Reporter and Notary Public in and for the State of  
20                               New Hampshire, at the Marriott Residence Inn, 1  
21                               International Drive, Portsmouth, New Hampshire, on  
22                               Thursday, May 12, 2005, commencing at 10:04 a.m.

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EXHIBIT

tabies

Exhibit Q

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1 for their, you know, for their software for specs,  
 2 specking out a truck.

3 Q. All right. Does Spec Pro 1.11 identify  
 4 proprietary Sterling software?

5 A. Right.

6 Q. And you, as a salesman, had access to that  
 7 software --

8 A. Correct.

9 Q. If you were generating a proposal --

10 A. Uh-huh.

11 Q. -- how would you use that software? What inputs  
 12 would you make into that software?

13 A. What inputs I would use?

14 Q. Yes.

15 A. Well, first of all, you just call up the standard  
 16 chassis, which is the, you know, the LT 9500, and  
 17 then that would automatically -- everything that  
 18 was standard on the truck would pop up. And then  
 19 you'd start working from there, depending on what  
 20 the customer wanted as far as engines and  
 21 transmissions and rear-ends and suspensions and  
 22 what not, instrumentation and frames. And when  
 23 you do all that, you would just input it in there  
 24 and it would automatically convert it over and you

1 just print it out.

2 Q. When you would input a particular piece of  
 3 equipment a customer had said he wanted on the  
 4 truck, would this Spec Pro 1.11 program  
 5 automatically adjust any other equipment on the  
 6 truck to accommodate the new specification you had  
 7 input?

8 A. Well, if you put in an engine, then you would  
 9 get -- if it didn't -- it wouldn't automatically  
 10 supplement the transmission or whatever. It would  
 11 just tell you -- I've worked with a lot of these  
 12 systems in my career so I can't specifically say  
 13 what Sterling's is now because I try to blank out  
 14 everything that happened at Sterling.

15 So what would normally happen would be an  
 16 asterisk or something would come up, or a message  
 17 would come up and say, you know, "horsepower  
 18 exceeds the limits of the standard transmission  
 19 and you must pick another transmission to go into  
 20 that grade," and stuff like that.

21 Q. You've worked with a lot of these. I haven't  
 22 worked with any of them.

23 A. I understand.

24 Q. And that's why I'm trying to understand generally

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1 how they work.

2 This is a proprietary Sterling software that,  
 3 as you enter specifications into the software, it  
 4 is designed to alert you to the fact -- or to  
 5 alert you if what you have entered creates an  
 6 issue as to the --

7 A. Correct.

8 Q. -- as to the standard --

9 A. Just --

10 Q. -- truck?

11 A. If there's a non-compliance factor entered there.

12 Q. Okay. And did you make use of that Sterling  
 13 proprietary software throughout your discussions  
 14 with Mr. Howard with respect to these trucks that  
 15 his company ultimately bought?

16 A. Well, we speced it out for what the loads are, so  
 17 we would put the correct specifications in. But  
 18 we would work -- but you got to remember, we also  
 19 worked with the suppliers, the component  
 20 suppliers, like your supplier at Caterpillar,  
 21 Cummins or Detroit, and Fuller transmissions,  
 22 Eaton transmissions or rear ends. And we would --  
 23 the factory would allow you to do so much and  
 24 that's why you have gross, you know, GCW, you

1 know, combined gross weight. And then if it got  
 2 beyond that, then you had to get, you know,  
 3 approval by engineering.

4 Q. Did you, yourself, have any communications with  
 5 Southworth-Milton in connection with Mr. Howard's  
 6 purchase of these trucks?

7 A. Well, that's a common thing that happens. The  
 8 engine supplier, transmission people, whatever,  
 9 whatever it was that was going to go into a truck  
 10 and when an order for 22 trucks comes up, they are  
 11 all around there sniffing at your door.

12 So, I mean, they all want the business, so  
 13 they come up with their recommendations and then  
 14 they, obviously, you send them down to see  
 15 Mr. Howard because he's buying the truck and let  
 16 them all do the battle on the battle ground down  
 17 there and you sit back and watch it until the  
 18 smoke clears.

19 Q. Did --

20 A. And then you end up with a set of specs.

21 Q. Who from Southworth-Milton do you remember talking  
 22 to about this particular transaction?

23 A. A very, very knowledgeable guy named Harry  
 24 Calderbank.

1 Q. What do you remember Harry Calderbank telling you  
 2 and what do you remember telling Harry Calderbank?  
 3 A. I'm sure we had several conversations because we  
 4 didn't only talk about Mr. Howard's trucks, we  
 5 talked about many, many trucks. Conversations  
 6 always went the same way. Just want to make sure  
 7 that what we prepared would do the job for the  
 8 application. That's what our job is.  
 9 Q. Well, tell me in a little more detail what you  
 10 mean by that?  
 11 A. Well, if you, obviously, not only Harry Calderbank  
 12 was involved, you have a regional representative  
 13 from Caterpillar factory as Cummins does and  
 14 Fuller does, and all of them, and they get  
 15 involved when the number gets up. Even they get  
 16 involved sometimes when it's only onesies or  
 17 twosies, because you want to make sure you're not  
 18 getting out of the box.  
 19 Q. I'm going to ask you about the people from  
 20 Caterpillar that you dealt with in a minute, but  
 21 what I want to find out is your best memory of the  
 22 discussions that you had with Mr. Calderbank  
 23 concerning this transaction.  
 24 A. Well, Mr. Calderbank had a -- also had a

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1 computer-generated specifications and it came  
 2 directly from Caterpillar. And he would run that  
 3 specs off so that I could input them into my  
 4 specifications so that we have the correct engine  
 5 application and for torque and horsepower for the  
 6 proposed application that it's going to be  
 7 introduced into.  
 8 Q. So, I take it then, that Mr. Calderbank provided a  
 9 document to you that contained various parameters  
 10 for the engines that he was talking with you  
 11 about?  
 12 A. Everything. It would be fuel economy, it would be  
 13 road speeds, gradability, miles per gallon, just  
 14 about anything you'd want to know before so that  
 15 you know that when you bought it, you know what  
 16 you got.  
 17 Q. Do you remember, other than fuel economy, road  
 18 speed, gradability, miles per gallon, what other  
 19 information he gave you about the engine?  
 20 A. Well, I can only say that every engine  
 21 representative, including Mr. Calderbank, was  
 22 always exuberant about what their engine would do.  
 23 It was always better than the other guys. So,  
 24 that's what you have to do because that's what you

1 have to believe in.  
 2 Q. Being a salesman yourself --  
 3 A. I understand that. And he was very, very  
 4 thorough. Harry Calderbank was a very, very  
 5 thorough guy. He was knowledgeable and very -- he  
 6 just didn't want to do the wrong thing. I mean,  
 7 he was very conscientious. Still is to this day,  
 8 I imagine, if he's still alive.  
 9 Q. He's not in Massachusetts anymore.  
 10 A. Okay.  
 11 Q. Do you remember when he actually gave you a  
 12 document to look at?  
 13 A. Oh, yeah. I mean, I would have. I wouldn't be  
 14 able to do -- I would never proceed on my own just  
 15 because I think I'm smart, I wouldn't proceed in  
 16 set up a set of specifications for a customer for  
 17 one truck, let alone 22 without documentation from  
 18 the -- not only from him, but from the other guys.  
 19 Q. Well, just talking about Mr. Calderbank for now --  
 20 A. Okay.  
 21 Q. -- I take it he gave you a document that had data  
 22 in it such as fuel economy, road speed,  
 23 gradability, miles per hour, horsepower --  
 24 A. Performance.

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1 Q. -- torque --  
 2 A. Performance capability.  
 3 Q. And you would then input that data into this Spec  
 4 Pro 1.11 --  
 5 A. Correct.  
 6 Q. -- program?  
 7 A. Correct.  
 8 Q. And how would that Spec Pro 1.11 program  
 9 manipulate the engine data that you were  
 10 inputting?  
 11 A. Well, the only data you put in was the engine  
 12 itself because in the model -- in the exact model  
 13 and the rating, and the Spec Pro was already  
 14 programmed to handle all the engines, you know,  
 15 handle Caterpillar's engine requirements and their  
 16 specifications, you know, to be presented in the  
 17 chassis.  
 18 Q. All right. So if I understand correctly then,  
 19 what you input into Spec Pro was, in this case,  
 20 C-12 engine?  
 21 A. Right, C-12.  
 22 Q. And what other information about the engine would  
 23 you put in?  
 24 A. I put in horsepower and torque.

1 Q. And you then relied on this proprietary Sterling  
 2 software to determine what the various specific  
 3 parameters of those engines would be and how they  
 4 would fit in this Sterling truck overall?

5 A. Well, what it would do is, specifically, it would  
 6 tell you that if you wanted a 10-speed  
 7 transmission, it would punch out the 10-speed with  
 8 the torque limits in it. And if you wanted a  
 9 40,000 pound rear axle, it would punch out the  
 10 rear axle. And if you wanted the ratio, it would  
 11 tell you, you know, what the ratios are, you know,  
 12 that you are going to use, it's going to produce  
 13 the road speed and where the fuel economy would be  
 14 most efficient, and it would do the same thing --

15 These were friendly systems or software  
 16 systems that were compatible and they would do the  
 17 same thing on both ends. His would tell -- Harry  
 18 Calderbank's would tell you all the same things  
 19 that Minuteman's would tell you because  
 20 Minuteman -- not Minuteman -- Sterling would get  
 21 all that information from Cat corporate, see, and  
 22 they worked in conjunction with Cat corporate so  
 23 that they had all these compatible information  
 24 plugged in.

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1 Q. Now, what information did you give Mr. Calderbank  
 2 about the specifications that you had generated in  
 3 connection with the transaction that Mr. Howard  
 4 was contemplating?

5 A. He would already have it and he would already do  
 6 his own research. He would present me with the  
 7 stuff that he printed out and he would have the  
 8 same information I had.

9 Q. I'm not --

10 A. So I didn't present him with any information other  
 11 than the fact that we have a truck and we can put  
 12 his engine in it and it's all accepted, and where  
 13 do we go from here, Harry?

14 Q. I'm not asking you about information that you gave  
 15 him about the engine, I'm asking you what  
 16 information you gave Mr. Calderbank about the  
 17 specifications for the truck that you had been  
 18 generating over the course of these many  
 19 iterations of quotations that you were putting  
 20 together on your computer?

21 A. Well, you got -- he got a copy of this. We would  
 22 present him a copy of this so he could understand  
 23 exactly what was going on, but we would discuss  
 24 the axles, transmissions, weights, it was all

1 covered.

2 Q. Now, did you give Mr. Calderbank a copy of more  
 3 than one --

4 A. Probably not.

5 Q. -- quotation that you put together?

6 A. Probably not. I think he probably had a copy of  
 7 the -- when I worked with him and he gave me his  
 8 information, I plugged the information in. When  
 9 it was all finalized, if he wanted a copy of it,  
 10 I'd give it to him.

11 Q. What if he didn't ask you for a copy?

12 A. Then I wouldn't give it to him.

13 Q. Do you remember specifically giving him any  
 14 specification proposals similar in type to Exhibit  
 15 Howard No. 2?

16 A. I would say I don't remember it now.

17 Q. So you don't know whether you actually gave it to  
 18 him or not?

19 A. No.

20 MR. SAMITO: Objection.

21 MR. GRUNERT: Q. Do you remember how many  
 22 versions of the specification proposals you put  
 23 together over the course of negotiating with  
 24 Mr. Howard to arrive at the final specifications?

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1 A. Several.

2 Q. Do you remember when during the negotiation  
 3 process with Mr. Howard whereby you came up with  
 4 these revised proposals? Do you remember when in  
 5 that process you had your meeting or meetings with  
 6 Mr. Calderbank?

7 A. Yeah, when Mr. Calderbank called me and said that  
 8 Mr. Howard was going to go with Cat engines.

9 Q. So that's when you went and had your meeting with  
 10 Mr. Calderbank and he gave you the --

11 A. Final specifications.

12 Q. -- specifications for the C-12?

13 A. Right.

14 Q. After that point in time, did you have any other  
 15 meetings with Mr. Calderbank to go over with him  
 16 any changes that had been made to the  
 17 specifications, the truck specifications?

18 A. Not that I recollect.

19 Q. Did you keep any notes of your meetings with  
 20 Mr. Calderbank?

21 A. They are all in the bottom of the landfill in  
 22 Rochester, New Hampshire. Anything to do with  
 23 this transaction and Minuteman is in the bottom of  
 24 the landfill.

1 Q. So the answer is you made notes, but they have  
2 been disposed of?  
3 A. I made lots of notes. Lots of notes.  
4 Q. Now, you said that you also interacted in  
5 connection with this transaction with one or more  
6 individuals from Caterpillar's regional office.  
7 Do you remember who those people were?  
8 A. Nope. It was a guy that came up from Connecticut.  
9 I don't remember him. So, I usually remember all  
10 those guys but, obviously, he didn't make much of  
11 an impression on me, but they usually came in and  
12 they blew all their smoke and then they'd leave  
13 town. They'd leave the water carrying up to guys  
14 like Harry Calderbank.  
15 Q. Do you remember specifically what discussions you  
16 had with the person from the Caterpillar district  
17 office in connection with the transaction that you  
18 were negotiating with Mr. Howard?  
19 A. I believe the discussion would be very brief  
20 because, you know, you really like to deal with  
21 the local guys, but these factory guys like to  
22 come in and touch base with everybody, which is  
23 what their job is, but I can't remember the guy's  
24 name, which is very unusual, but I can't remember

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1 the guy's name, so I remember that he came -- on  
2 this particular deal, he ended up going to the  
3 dealership a couple of times and talking to the  
4 owner of the company.  
5 And then he had a visit with me, maybe once  
6 or twice, but it's more or less the fact to let us  
7 know at Sterling that Caterpillar wanted this  
8 transaction. They wanted this deal.  
9 Q. All right. Did you discuss things like discounts  
10 on the engines or financial terms?  
11 A. No -- excuse me. I didn't mean to interrupt. We  
12 didn't deal with that. He dealt with Harry.  
13 Q. Okay. Did you discuss with the individual from  
14 the district office the detailed specifications  
15 that you had put together for these trucks?  
16 A. More than likely, but I can't recollect that.  
17 Q. No memory?  
18 A. You know, more than likely we discussed it with  
19 every guy that contacted us regarding the  
20 specifications.  
21 Q. Would you -- do you think that you discussed with  
22 the individual from the district office the type  
23 of transmission that was going to be in the  
24 trucks?

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1 A. Oh, I'm sure we discussed that because he's  
2 checking up on the local guys. So, I mean, I'm  
3 sure that all comes into the discussion.  
4 Q. Do you remember what kind of transmission you told  
5 the person from the district office was going to  
6 be in the trucks?  
7 A. No, I can't really say that I remember I told him  
8 what kind of transmission would be in the trucks.  
9 Q. Do you remember talking about how the frame of the  
10 trucks was going to be designed?  
11 A. No, because Sterling makes that determination at  
12 the engineering level at the factory.  
13 Q. When you talked with the fellow from the district  
14 office, did you mostly talk to him about things  
15 such as the weight and the loads that these trucks  
16 were going to be carrying and items of that sort?  
17 A. Not -- no, not, because that was normally done  
18 through Harry Calderbank and he submitted that to  
19 Peoria on an approval basis.  
20 Q. I'd like you to tell me as best you can what you  
21 actually remember telling the fellow from  
22 Caterpillar about these trucks that you were  
23 negotiating with Mr. Howard about?  
24 A. Not anything different than what I would

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1 ordinarily talk to the Cummins guy or anything  
2 else. I know that I'm a very thorough guy, as far  
3 as discussing specifications, performance, and  
4 getting -- and making sure that the customer has,  
5 you know, gets what he pays for.  
6 Q. Do you remember what you told the fellow from  
7 Caterpillar about the nature of Mr. Howard's  
8 business?  
9 A. I don't think I would discuss that with the guy  
10 from Caterpillar.  
11 Q. All right. In terms of performance requirements,  
12 do you recall what you told the fellow from  
13 Caterpillar?  
14 A. No. No.  
15 Q. In terms of specifications, do you know what you  
16 told the fellow from Caterpillar?  
17 A. Well, we would discuss the general specifications.  
18 I mean, that's -- normally, the engine would be  
19 the -- because he's the engine rep, that would be  
20 the real meat of the conversation, and I can only  
21 tell you this, that the C-12 was an engine that  
22 they really bet their -- they really bet their  
23 load on. So they were bragging that engine up  
24 like there was no tomorrow.